

## Paul Schlichtman

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TO: Arlington Transportation Advisory Committee

Arlington Select Board

FROM: Paul Schlichtman, TMM Precinct 9

RE: Chestnut Street

DATE: October 13, 2020

I am writing to encourage you to move forward with some short-term, moderate-term, and long-term improvements for Chestnut Street.

### Short-term:

1. Implement the recommendations of the Arlington Center Parking Study by posting Chestnut Street as a 4 Hour Parking zone.



The parking study recommended 4 Hour Parking, and while one sign was replaced (top)...

... two NO PARKING ANY TIME signs remain on Chestnut Street.

Rationale: The NO PARKING signs create a *de facto* second lane approaching the Chestnut Terrace intersection, encouraging higher speeds.

2. Install plastic bollards, similar to those recently placed at the intersection of High Street, Sagamore Avenue, and Boston Avenue in Medford.

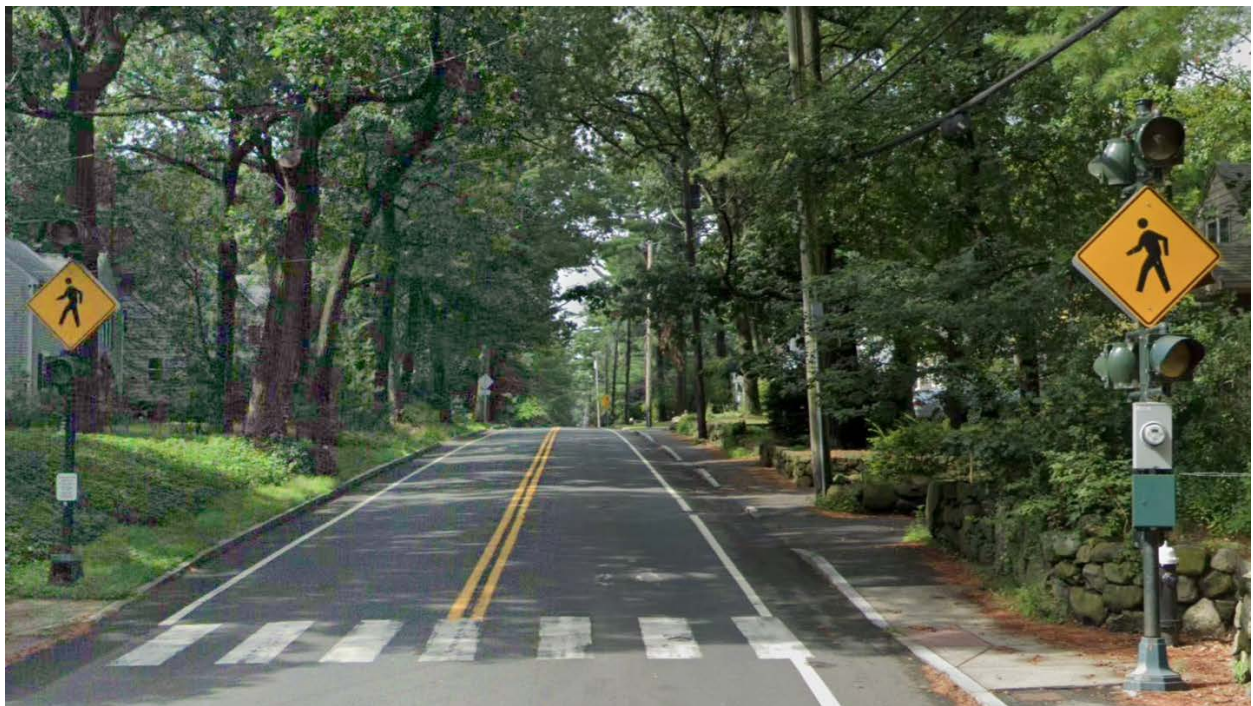


Rationale: This is a quick, relatively low cost precursor to the installation of bump-outs.

3. Address the issue of drivers failing to stop for the red signal, making the right turn from Chestnut Street onto Mystic Street. The ramp encourages drivers to treat the red light, where right turns are permitted on red, as a yield sign. **Additional police enforcement** of this signal could address the issue.

**Moderate term:**

Install curb bump-outs and flashing yellow warning lights.



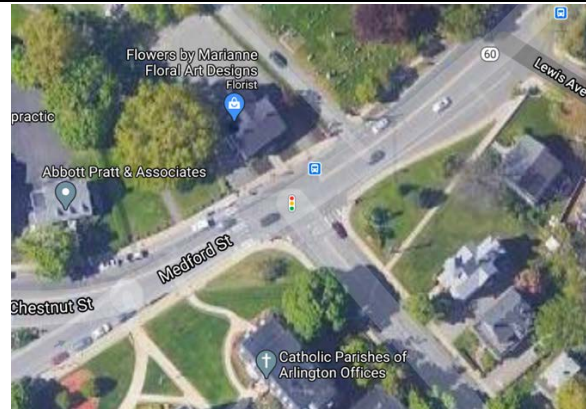
Rationale: Flashing lights provide visibility, and the warning lights could have saved the life of Ann DesRosiers.



**Long term:**

Rebuild intersection of Chestnut Street and Mystic Street, reconstruct Chestnut Street to provide safer pedestrian crossings.

Slip ramps at the corner of Mystic and Chestnut Streets are consistent with freeway ramps, not an urban intersection within a block of the commercial center of town. These ramps encourage faster vehicular speeds at the expense of pedestrian safety.



In the 1980s, Arlington used this strategy to reduce the size of the intersection of Medford and Warren Streets. This intersection was put on a road diet a few years before the widening of the intersection of Mystic and Chestnut.

Rationale: Chestnut Street runs parallel to Massachusetts Avenue, one block north of the center of town. Chestnut Street carries state route 60, and it runs through a neighborhood that generates significant pedestrian traffic. This is an urban neighborhood. The significant pedestrian traffic that is generated in the center of the town is supplemented by two large senior housing buildings, a large church, and two parochial schools. The street needs to be rebuilt to reflect this reality. Rep. Sean Garballey has taken an interest in the issue, and he told me he would be willing to advance the town's request for state permission and funding to redesign a more pedestrian-friendly Chestnut Street.